



File Code: 1950

Date: December 17, 2008

Emmett Ranger District “E” Area Motorized Wheeled Vehicle Travel Management

Dear Reviewer:

The USDA Forest Service is proposing to designate routes for public, motorized wheeled-vehicle travel on the Emmett Ranger District of the Boise National Forest. This proposal focuses primarily on the “E” Travel Management Areas (“E” Areas) on the Emmett Ranger District. However, because many of the existing undesignated routes also cross into an immediately adjacent “D” Area, this “D” area is also included within this proposed action. Figure 1 shows the location of the project in relation to the District and Forest boundary, and surrounding communities. Figure 2 shows the “E” Areas and an immediately adjacent “D” Area on the Emmett Ranger District and the project boundaries covered by this proposed action. A decision that designates motorized wheeled-vehicle use will be made for this project area.

A proposal for future motorized travel management within the Bull Creek trail and upper portion of the Silver Creek drainages (both in “E” Areas) is not covered by this proposed action. Due to particularly heightened public interest in motorized access in this area, a separated proposed action for this area has been developed and is included within the packet of information you received. By isolating this action into a separate proposed action and decision, it will allow the Forest Service to better respond to public interests through formulation and analysis of alternatives to the Proposed Action.

Purpose and Need For This Project

In 2004, the Chief of the Forest Service cited four major threats to National Forest System (NFS) lands. One of these threats included “unmanaged outdoor recreation”. To address this issue, the Forest Service developed a national strategy to evaluate recreational motor vehicle use on NFS lands. The strategy would work toward resolving issues such as damage to wetlands, wildlife habitat and fragile soils, disturbance to wildlife, spread of noxious weeds, and conflicts between recreationists. Following a national public comment process, this strategy was then formalized as new national travel management regulations and published as a “final rule” in the Federal Register in 2005. Revised Travel Management Rule directives were recently published in the Federal Register on December 9, 2008 to become effective on January 8, 2009.

The final rule, entitled, “*Travel Management - Designated Routes and Areas for Motor Vehicle Use*,” became effective in December 2005 and revises several regulations to require designation of roads, trails, and areas for motor vehicle use on National Forests and National Grasslands. To meet the direction and intent of the final Motor Vehicle Use Rule (MVUR), every National Forest and Grassland unit is to develop or revise their travel management plan for motorized vehicle use by 2009.



Highlights of the Travel Management Rule are:

1. Each National Forest or Ranger District is to designate those roads, trails, and areas open to motor vehicles.
2. Designation will include class of vehicle and, if appropriate, time of year for motor vehicle use.
3. Once the designation process is complete, the rule will prohibit motor vehicle use off the designated system or use that is inconsistent with the designations.
4. Designation decisions will be made locally, with public input and in coordination with state, local, and tribal governments.

Currently, motorized wheeled-vehicle travel on the Emmett Ranger District within “C” Travel Management areas is designated to specific roads and trails and no action is required to comply with the MVUR (see 2000 Boise National Forest Visitor/Travel Map). However, within “E” areas, which are located entirely on the east side of the Emmett Ranger District, motorized, wheeled-vehicle use is allowed on both established, but currently unauthorized, routes as well as on Forest Service designated routes. To comply with the MVUR in these areas, designation of roads and trails for motorized, wheeled-vehicle use is required.

Application of the MVUR would result in a fundamental change in motorized travel management across the Emmett Ranger District. In the simplest of terms, application of the MVUR would change the existing motorized travel management situation from one of being “open for motor vehicle use, unless specifically ordered and posted as closed” to one of “closed for motor vehicle use, unless specifically designated and mapped as open”. This change is consistent with the National policies of the Forest Service. Application of the MVUR would enhance the Forest Service’s ability to inform, manage and administer motorized wheeled-vehicle uses on the Emmett Ranger District.

Decision to be Made on the Emmett Ranger District

Motorized wheeled vehicle routes have already been designated on approximately 114,796 acres (35 percent) of the Emmett Ranger District. Remaining “E” areas where motorized routes have been incompletely designated occur entirely on the east side of the Emmett Ranger District and comprise about 213,193 acres (65 percent) of the District.

Enclosed for your review is the Forest Service's Proposed Action for the management of public, motorized wheeled-vehicle travel on the Emmett Ranger District of the Boise National Forest (excluding the Bull Creek and upper portion of the Silver Creek drainage).

In this package you will find the following:

1. A table that summarizes and compares the Current Situation and the Proposed Action regarding the amount and type of motorized travel opportunities on NFS lands within the project area.
2. Directions on where to find this letter on the Boise National Forest web page. In addition, on the web page, two detailed maps can be viewed. Map 1, titled “**Current Motor Vehicle Use**”, displays the current designated system of motorized routes within the project area. Map 2, titled “**Proposed Action Motor Vehicle Use**”, displays the motorized routes that would result if the Proposed Action was implemented in this same area. If you are unable to view this web page, call our office and I will send you a hard copy of these maps.
3. A Proposed Action narrative document which contains a detailed description of each proposed change in motor vehicle use designation within the “E” Travel Management Areas and immediately adjacent “D” Travel Management Area. The detailed description of the proposed action is organized by road system.
4. A narrative document which displays all the public comments received to date with a Forest Service response to each.

The Proposed Action was developed by considering public input received throughout this past summer and on District personnel knowledge of current motorized uses within the project area. I personally reviewed each comment received in response to our public outreach. In addition, I, along with my staff, visited almost every one of the many NFS roads and trails and many of the unauthorized, created routes to personally assess how they were being used and what opportunities or issues they presented.

The Proposed Action is, of necessity, very detailed and lengthy. Clearly describing the proposed changes to motor vehicle use designations and mapping the proposals so they could be readily understood proved to be challenging. Please review the summary table, narrative documents, and maps carefully and consider the Proposed Action in its totality. Travel management planning is often one of the most contentious subjects that face land managers and outdoor enthusiasts. It involves a wide spectrum of recreation use and invokes a diversity of social, resource and personal values. I am aware that each individual will probably find some item(s) within the Proposed Action they do not agree with. It is clear there is no single outcome that will totally satisfy everyone. However, it is my hope that this proposal, on balance, provides a reasonable and responsible starting point for further public dialogue and comment. I look forward to receiving your thoughts and comments regarding this proposal, so that the best possible motorized travel management decision can be made.

To aid public understanding and review of the Proposed Action, I have scheduled three open house public meetings in January, where Forest Service employees will be available to discuss the Proposed Action and provide the opportunity for detailed map reviews and address questions.

The following are the details for each of the three open houses:

Emmett – January 6 at 7 p.m. at the Emmett Ranger District Office in Emmett

Garden Valley – January 7 at 7 p.m. at the Crouch Community Hall

Boise – January 8 at 7 p.m. at the Best Western Vista Inn, 2645 Airport Way

Public comments on the Proposed Action are welcomed and encouraged and will be used to evaluate the proposal and to develop potential alternative options for consideration. Comments will be most helpful if they identify the specific changes to the proposed action you think are needed, why those changes should be made and how such a change would better meet your interests. Comments submitted by January 20, 2009 will be most beneficial. Comments submitted in writing should be addressed to the Emmett Ranger District, 1806 Highway 16, Room 5, Emmett, Idaho 83617. Comments may also be sent via e-mail to comments-intermtn-boise-emmett@fs.fed.us. Please put “Emmett Motor Vehicle Travel Proposal” in the subject line of e-mail comments. Further information is available by calling the Emmett Ranger District at 365-7000 or by visiting the Boise National Forest web site at <http://fs.usda.gov/boise>.

Sincerely,

/s/ John R. Erickson
JOHN R. ERICKSON
District Ranger

Enclosure

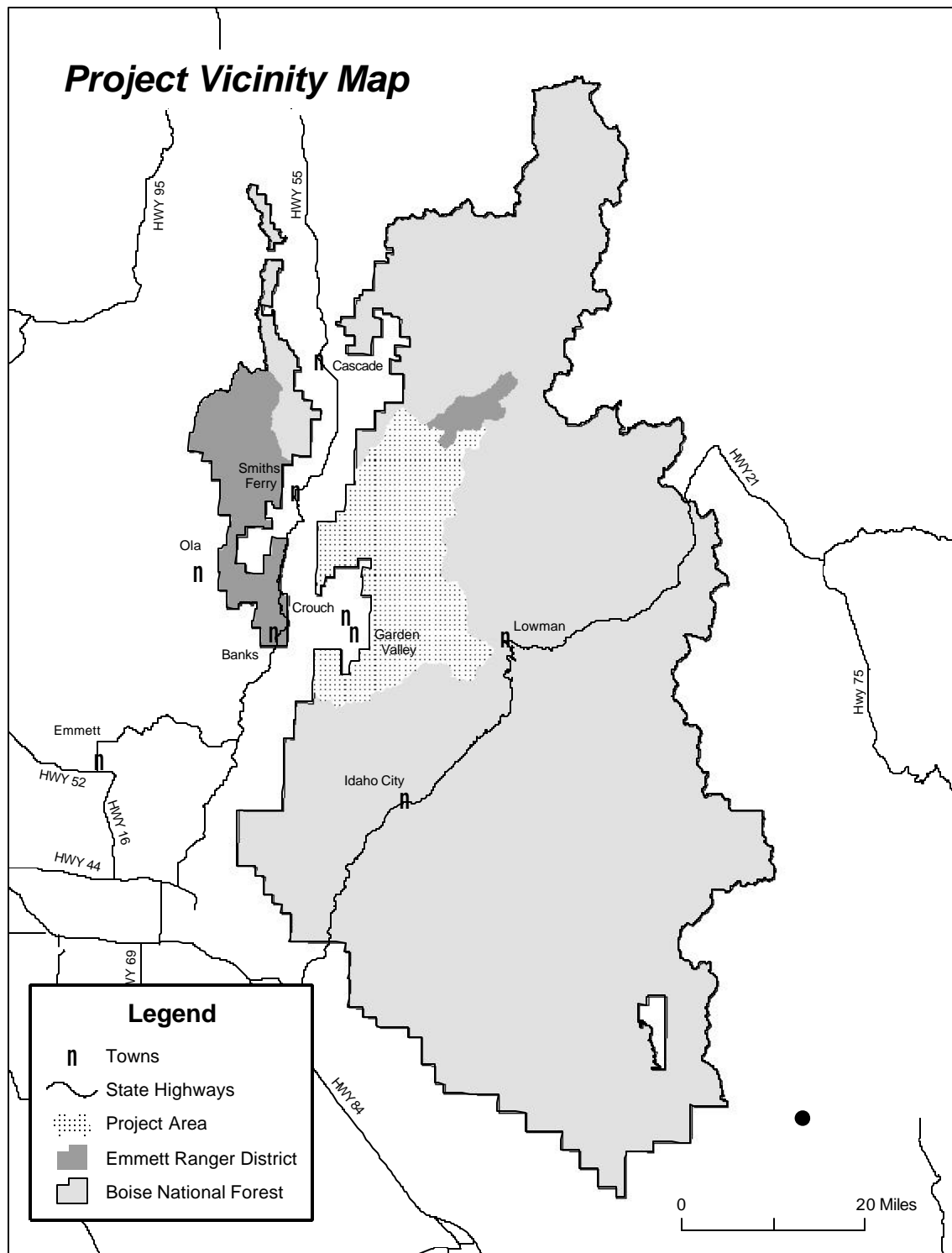


Figure 1. Vicinity Map showing the Emmett Ranger District “E” Area Motorized Wheeled Vehicle Travel Management project area on the Forest

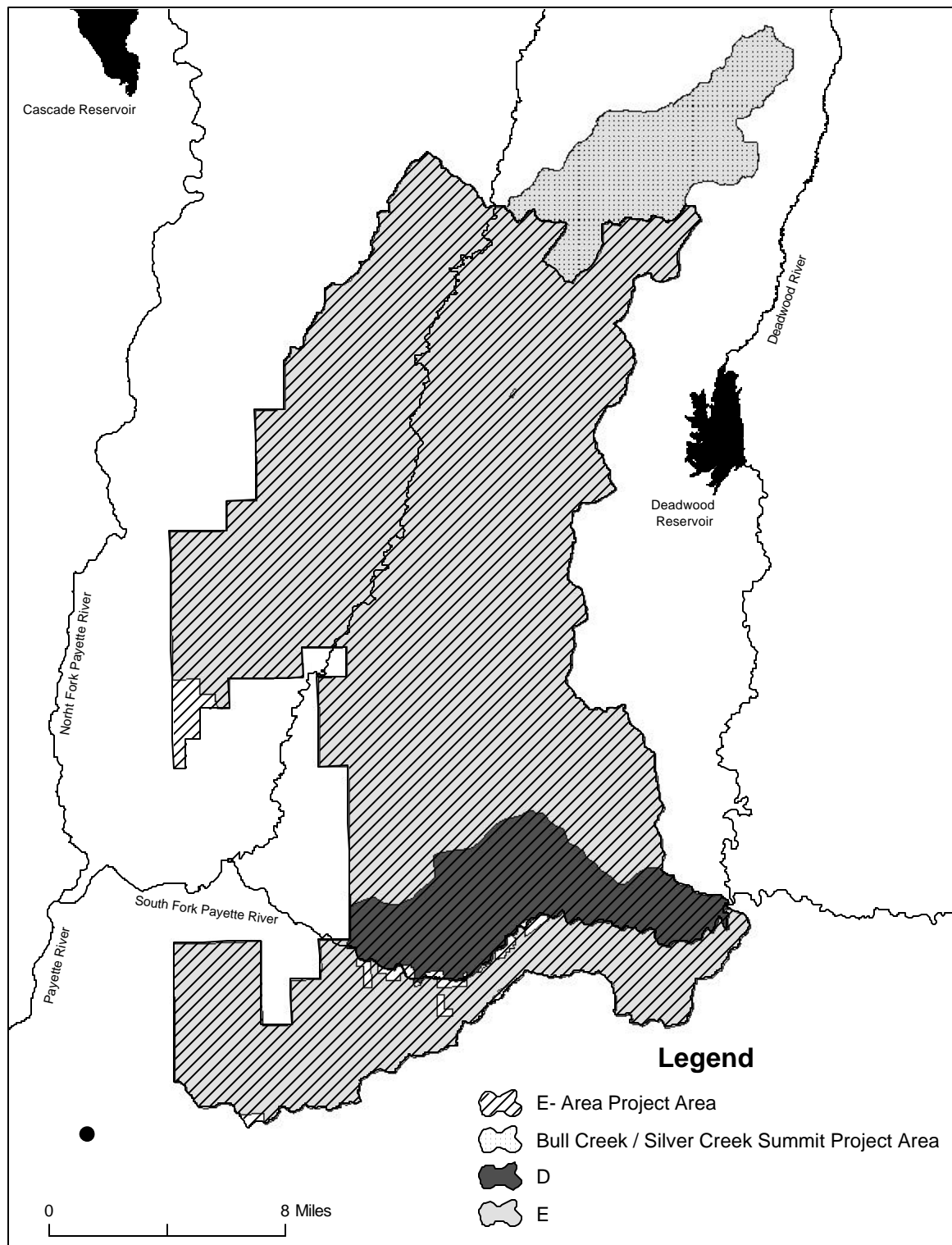


Figure 2. Distribution of “E” areas and the “D” area within the project area. Bull Creek, which is not within the project area, is also within an “E” area.

“E” Area Travel Management Area Motorized Route Summary

| Type of Route | Current Condition (Miles) | Proposed Action (Miles) |
|---|----------------------------------|--------------------------------|
| NFS Routes Open to All Motorized Vehicles | 286.0 | 262.6 |
| NFS Routes Open to Vehicles < 50 inches | 168.5 | 91.6 |
| NFS Routes Open to Motorcycles Only | 42.1 | 40.2 |
| Total NFS Routes Available for Motorized Travel | | |
| Unauthorized Routes designated Open to all Motorized Vehicles | | 0.9 |
| Unauthorized Routes Designated Open to Vehicles < 50 inches | | |
| Unauthorized Routes Designated Open to Motorcycles Only | | |
| Total Unauthorized Routes Available for Motorized Travel | 34.4 | 2 |
| Total Routes Available For Motorized Travel | 531.0 | 394.5 |

NFS – National Forest System Route – a road or trail that is currently part of the official Forest Service transportation System.

Unauthorized Route – an existing, established route located on NFS land that is not currently part of the official Forest Service Transportation System. A road or trail that is not a forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas. The mileages displayed for these routes are approximate. The vehicle class for individual unauthorized routes in the Current Situation is not know, however, the vast majority are utilized primarily by all terrain vehicles.

In addition to changes in designated routes, approximately 9 miles of road are proposed for decommissioning. Some of these roads are currently not available for motorized use because of natural barriers that block access (slumps, vegetation, rock slides). Others represent short dead end spurs. These roads have been identified for decommissioning because their current condition is adversely affecting water quality. A summary of the roads proposed for decommissioning is enclosed in this packet.

Emmett Ranger District “E” Area Motorized Wheeled Vehicle Travel Management Emmett Ranger District – Boise National Forest

This proposed action for public wheeled-vehicle travel on the Emmett Ranger District of the Boise National Forest would do two things:

1. **It would allow motor vehicle use only on routes or areas that have been specifically designated for such use by the Forest Service on all National Forest System lands within the established “E” Travel Management Areas.** These areas are defined by the 2000 Boise National Forest Visitor/Travel Map. Currently in these areas, motorized vehicle travel is allowed on established, but unauthorized routes, in addition to designated National Forest System routes. In all other travel areas on the Ranger District, motorized vehicle travel is allowed only on designated routes only.
2. **It would allow motor vehicle use only on routes or areas that have been specifically designated for such use by the Forest Service on all National Forest System lands within “D” Travel Management Areas immediately adjacent to “E” Travel Management Areas.**

The following is a summary of the proposed action changes from current condition, specific to each road. I have summarized these into three categories; Changes to routes open to all motorized wheeled vehicles, changes to routes open to vehicles 50” or less, and changes to motorcycle routes. Within each of these sections, I have tried to provide a specific summary of the changes as well as the reasons and rationale the changes that are identified.

I. Changes to authorized routes currently open to all vehicles:

Currently there are approximately 286 miles of road designated as open for all motor vehicles within the project area. In developing the proposed action, an effort was made to designate all roads currently open to all motorized wheeled vehicles unless serious erosion was occurring and the road represented a dead end. In these areas, routes were not designated and in some cases where slumps, gullies or washouts occurred, the Proposed Action decommissions the road. The Proposed Action designates approximately 263 miles of road within the project area as open to all motorized wheeled vehicles. The following is a summary of changes to routes currently open to all motorized wheeled vehicles:

| NFS Road # | Location | Change | Reason for Change* | Miles |
|------------|---|--|--------------------|-------|
| 600B | Spur road off of the 600 road within the Six Mile drainage. | Designate as a trail for motorized wheeled vehicles 50” or less. The Record of Decision for the Sixshooter Project closed this road seasonally to all motorized vehicles from October 1 st to June 30 th . The proposed action changes this decision by designating this road as a trail for motorized wheeled vehicles 50” or less with a seasonal closure from October 1 st to June 30 th . | EV, WF | 4.3 |

| NFS Road # | Location | Change | Reason for Change* | Miles |
|------------|---|---|--------------------|-------|
| 600B1 | Spur road off of the 600 road within the Six Mile drainage. | Designate as a trail for motorized wheeled vehicles 50" or less. The Record of Decision for the Sixshooter Project closed this road seasonally to all motorized vehicles from October 1 st to June 30 th . The proposed action changes this decision by designating this road as a trail for motorized wheeled vehicles 50" or less with a seasonal closure from October 1 st to June 30 th . | EV, WF | 2.3 |
| 600B2 | Spur road off of the 600 road within the Six Mile drainage. | Designate as a trail for motorized wheeled vehicles 50" or less. The Record of Decision for the Sixshooter Project closed this road seasonally to all motorized vehicles from October 1 st to June 30 th . The proposed action changes this decision by designating this road as a trail for motorized wheeled vehicles 50" or less with a seasonal closure from October 1 st to June 30 th . | EV, WF | 1.0 |
| 600B3 | Spur road off of the 600 road within the Six Mile drainage. | Designate as a trail for motorized wheeled vehicles 50" or less. The Record of Decision for the Sixshooter Project closed this road seasonally to all motorized vehicles from October 1 st to June 30 th . The proposed action changes this decision by designating this road as a trail for motorized wheeled vehicles 50" or less with a seasonal closure from October 1 st to June 30 th . | EV, WF | 0.2 |
| 600B4 | Spur road off of the 600 road within the Six Mile drainage. | Designate as a trail for motorized wheeled vehicles 50" or less. The Record of Decision for the Sixshooter Project closed this road seasonally to all motorized vehicles from October 1 st to June 30 th . The proposed action changes this decision by designating this road as a trail for motorized wheeled vehicles 50" or less with a seasonal closure from October 1 st to June 30 th . | EV, WF | 0.2 |
| 604 | Wetfoot Road | Designate as a trail for motorized wheeled vehicles 50" or less. Currently, the 604 road is gated closed to motorized wheeled vehicles greater than 50" approximately 4.8 miles from the Middle Fork Payette River road (698). The Proposed Action would designate this portion of the road as a trail for motorized wheeled vehicles 50" or less. This would provide a loop opportunity to the designated motorized routes to the south (See map). | WF | 4.5 |
| 604E | Spur off of the 604 road. | Designate as a trail for motorized wheeled vehicles 50" or less. The 604E road is a spur road that connects 604 and 600 roads. The Sixshooter Project Record of Decision closed this road seasonally to all motorized use from October 1 st to June 30 th . The proposed action changes this decision by designating this road as a trail for motorized wheeled vehicles 50" or less with a seasonal closure from October 1 st to June 30 th . | EV, WF | 0.9 |

| NFS Road # | Location | Change | Reason for Change* | Miles |
|------------------------------|---|---|--------------------|-------|
| 604E1 | Spur off of the 604 road. | Designate as a trail for motorized wheeled vehicles 50" or less. The 604E1 road is a spur off of the 604E road. The Sixshooter Project Record of Decision closed this road seasonally to all motorized use from October 1 st to June 30 th . The proposed action changes this decision by designating this road as a trail for motorized wheeled vehicles 50" or less with a seasonal closure from October 1 st to June 30 th . | EV, WF | 0.4 |
| 604G | Spur off of the 604 road in the Wetfoot drainage. | Un-designate for all motorized vehicles. The Sixshooter Project Record of Decision closed this road seasonally to all motorized use from October 1 st to June 30 th . The proposed action changes this decision by un-designating this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 2.0 |
| 611 | Lightning Creek Road | Un-designate for all motorized wheeled vehicles. The Airline EA decommissioned, through conversion to non-motorized trail, a portion of 611 road. The current closure point does not provide a parking area and/or turn around spot, particularly for trailers. The Proposed Action moves the closure back to a landing area that provides parking and a good turn around. The trailhead for the existing non-motorized Lightning Ridge Trail 025 will be located at this spot. (See Map) | MSC | 0.1 |
| 621 621A 621A1 621C | Roads off of the 670 road in the Sixmile drainage. | Designate as a trail open to vehicles 50" or less. The Sixshooter EIS (2006) identified portions of these roads as an alternate route for the current 670 road. The alternate route utilized these roads and maintained access to the area. More intensive field review indicates that the reroute crossed some areas with steep very grades and with slope stability issues. In light of this new information, the Proposed Action designates the 670 road as the primary access up the Sixmile drainage. The proposed action designates these roads as trails for motorized vehicles 50" or less. This trail system would provide a loop trail opportunity in this area. Please note that these roads have been renamed. | WF, MSC | 22.3 |
| 662C | Spur off of the 662 road at the head of the Sixmile drainage. | Un-designate for all motorized wheeled Vehicles. This road is in very poor condition experiencing erosion. The 662 road is the designated motorized route that would provide access to the same area on a more sustainable route. (See Map) | WF | 0.8 |
| 670 | 670 road up the Sixmile drainage. | Designate as a road for all motorized wheeled vehicles. The Sixshooter EIS (2006) directed that a portion of the 670 road was to be decommissioned and identified an alternate route on the 670X road (now part of the 621 road). However, in completing intensive field work, areas of unstable slopes and steep gradients were identified. The 670 road had not yet been decommissioned. The Proposed Action designates the 670 road for all motorized vehicles. | MSC | 6.5 |

| NFS Road # | Location | Change | Reason for Change* | Miles |
|------------|---|---|--------------------|-------|
| 670Y | Spur off of the 679 road in the Sixmile drainage | Un-designated for all motorized wheeled vehicles. This authorized road was block by vegetation and other natural barriers prior to the salvage harvest (Middle Fork Salvage Project) completed in 2007and did not receive use. The Proposed Action would not designate motorized wheeled vehicle use on the road, returning it to pre-salvage status. | DS, EHE, WF | 2.9 |
| 671I | Spur road off of the 671 road. | Designate as a road for all motorized wheeled vehicles. This section maintains access to a landing and potential dispersed camping site. The remainder of the 671I road is closed due to natural barriers just past the landing. (See Map) | N/A | 0.2 |
| 671F road | Spur off the 671 road at the Rattlesnake Summit | Un-designate for all motorized wheeled vehicles. This section of road did not receive motorized wheeled vehicle use prior to the Rattlesnake Fire in 2006. As part of the suppression effort, this road was opened. The Proposed Action un-designate this route for motorized wheeled vehicle use given that is a dead-end spur road. (See Map) | DS, EHE, WF | 1.7 |
| 690 | Wash Creek Road | Un-designate for all motorized wheeled vehicles. This section of road has serious erosion problems and is identified for decommissioning in the Proposed Action. The 610 road provides an alternate route. (See Map) | WF | 0.4 |
| 024A | STATION CREEK ROAD in Garden Valley | Designate as a road for all motorized wheeled vehicles. This of road provides access to the Station Creek trailhead. It is currently not designated as a road for all vehicles and this change will allow the public to access the trailhead and park off of Highway 24. | MSC | 0.1 |
| 678C1 Road | Spur road below the Silver Creek Lookout | Designate as a road for all motorized wheeled vehicles. Currently this road is designated as maintenance level 1 which does not allow all motorized wheeled vehicles. However, it currently receives use by all motorized wheeled vehicles to access a landing used for dispersed camping. The Proposed Action provides access for all motorized wheeled vehicles to the landing with a seasonal closure from October 1 st to June 30 th . | EV, WF | 1.2 |
| 693B2 | Spur road off of the 693B road in Scriver Creek drainage. | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.1 |
| 693C | Spur road off of the 693 road in Scriver Creek. | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.8 |

* Reason for Change Codes: DS = Dead-end spur road that does not provide access to an identified key feature. EV = To reduce elk vulnerability during hunting season, EHE = To enhance elk habitat effectiveness and reduce wildlife disturbance, EC = For elk protection/security during calving season, MSC = Miscellaneous reasons which may include but not limited to ease of public access, route sustainability, better location, trailhead relocation, and/or alternative route provided, N/A = Not Applicable, and WF= To protect Soil, Water, and Aquatic Resources and prevent erosion of roadway surface.

II. Changes to authorized routes currently open to vehicles 50” or less.

Currently there are approximately 168.5 miles of road within the project area that are only available for vehicles 50” or less. Public input last summer provided few specific suggestions regarding these types of routes but did provide general suggestions to look for and provide loop opportunities. Therefore, in developing the proposed action, routes which provided loop opportunities were designated as well as dead end routes that provided access to key factors such as scenic views. Routes that were dead-ends were not designated in order to improve wildlife habitat, reduce erosion and impacts to water quality. The Proposed Action designates approximately 91.6 miles of road within the project area as open to motorized wheeled vehicles 50” or less. The following is a summary of changes to routes currently open to all motorized wheeled vehicles:

| NFS Road # | Location | Change | Reason for Change* | Miles |
|------------|-------------------------|---|--------------------|-------|
| 678E1 | Bridge Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.13 |
| 678E2 | Bridge Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.09 |
| 382AB | SF Payette River | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.71 |
| 382AC | SF Payette River | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.62 |
| 555AC | Big Pine Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 3.46 |
| 555SC | Big Pine Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 3.23 |
| 604A1 | Wetfoot drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.82 |
| 604B | Wetfoot Drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 2.30 |
| 604B1 | Wetfoot drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.10 |

| NFS Road # | Location | Change | Reason for Change* | Miles |
|------------|---------------------------|---|--------------------|-------|
| 604B2 | Wetfoot drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.95 |
| 604C | Wetfoot drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 3.48 |
| 604G | Wetfoot drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 2.0 |
| 605A | MF Payette River drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The Proposed Action designates the portion of this road as a trail to junction with 605B road for motorized wheeled vehicles 50" or less to provide access to the 605B route. | MSC | 0.10 |
| 605A | MF Payette drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use from the junction with 605B west to the end of the road. (See Map) | DS, WF | 2.65 |
| 605B | MF Payette drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use from the junction with 605C west to the end of the road. (See Map) | DS, WF | 2.39 |
| 605B | MF Payette drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The Proposed Action designates this as a trail for motorized wheeled vehicle 50" or less. This trail accesses a view spot over the MF Payette River. | N/A | 0.81 |
| 605C | MF Payette drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The Proposed Action designates this as a trail for motorized wheeled vehicle 50" or less. This trail accesses a view spot over the MF Payette River. | N/A | 1.15 |
| 605D | MF Payette drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.42 |
| 605E | MF Payette drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.93 |
| 605F | MF Payette drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.10 |

| NFS Road # | Location | Change | Reason for Change* | Miles |
|------------|--------------------------|--|--------------------|-------|
| 605F1 | MF Payette drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.16 |
| 605G | MF Payette drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.26 |
| 605H | MF Payette drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.26 |
| 605I | MF Payette drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.27 |
| 605J | MF Payette drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.57 |
| 610B | Wash Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.35 |
| 610C | Wash Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.13 |
| 611G | Lightning Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.65 |
| 613 | Danskin drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The 613 road is currently blocked by natural barriers to full size vehicles but is available to vehicles 50" or less. The Proposed Action designates this as a trail for motorized wheeled vehicles 50" or less. This route provides a loop opportunity with the 649 and 669 road systems. | N/A | 6.8 |
| 641D | Anderson Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.85 |
| 641F | Anderson Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.96 |
| 641G | Anderson Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 2.59 |

| NFS Road # | Location | Change | Reason for Change* | Miles |
|------------|-----------------------|---|--------------------|-------|
| 649 | Danskin drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The 649 road is currently blocked by natural barriers to full size vehicles but is available to vehicles 50" or less. The Proposed Action designates this as a trail for motorized wheeled vehicles 50" or less. This route provides a loop opportunity with the 669 and 613 road systems. | N/A | 4.32 |
| 649B | Danskin drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The 613 road is currently blocked by natural barriers to full size vehicles but is available to vehicles 50" or less. The Proposed Action designates this as a trail for motorized wheeled vehicles 50" or less. This route provides a loop opportunity with the 649, 669 and 613 road systems. | N/A | 3.04 |
| 652 | Horn Creek Drainage | Designate as a road for all motorized wheeled vehicles. The Proposed Action designates the 652 from the junction with the 690 road south to the junction with the 652B road for all motorized vehicles. | MSC | 1.95 |
| 652 | Horn Creek Drainage | Designate as a road for all motorized wheeled vehicles. The Proposed Action designates the 652 from the junction with the 395 road (Idaho City RD) north to the mine location for all motorized vehicles. This road would provide access to a mine and cabin located on the south end of the 652 road. | MSC | 0.6 |
| 652 | Horn Creek drainage | Un-designate for all motorized vehicles. The road is currently washed out in several locations. The proposed action would un-designate the section of this road from the junction with the 652B road to the south for all motorized use. (See Map) | DS, EHE, WF | 3.92 |
| 652A | Horn Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The road is currently blocked by vegetation. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE | 2.01 |
| 652A1 | Horn Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The road is currently blocked by vegetation. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE | 0.28 |
| 652B | Horn Creek drainage | Un-designate for all motorized vehicles. The road is currently blocked by vegetation. The proposed action would un-designate this road for all motorized use. | DS, EHE | 3.20 |
| 678D | Bridge Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.37 |

| NFS Road # | Location | Change | Reason for Change* | Miles |
|------------|------------------------|--|--------------------|-------|
| 678H | Bridge Creek drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The Proposed Action designates as a trail for motorized wheeled vehicles 50" or less. This route provides a short loop opportunity in the Silver Creek drainage near the Silver Creek Lookout. | MSC | 1.49 |
| 678H1 | Silver Creek drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The Proposed Action designates as a trail for motorized wheeled vehicles 50" or less. This route provides a short loop opportunity in the Silver Creek drainage near the Silver Creek Lookout. | N/A | 1.49 |
| 693A | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.44 |
| 693B1 | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.34 |
| 693D | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.96 |
| 693D1 | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.14 |
| 693E | Sixmile drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The Proposed Action designates as a trail for motorized wheeled vehicles 50" or less. | N/A | 2.43 |
| 693F | Scriver Creek drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The Record of Decision for the Sixshooter Project closed this road seasonally to all motorized vehicles from May 1 st to July 1 st . The proposed action changes this decision by designating this road as a trail for motorized wheeled vehicles 50" or less with a seasonal closure from May 1 st to July 1 st . | EC | 2.39 |
| 693F1 | Scriver Creek drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The Record of Decision for the Sixshooter Project closed this road seasonally to all motorized vehicles from May 1 st to July 1 st . The proposed action changes this decision by designating this road as a trail for motorized wheeled vehicles 50" or less with a seasonal closure from May 1 st to July 1 st . | EC | 0.31 |

| NFS Road # | Location | Change | Reason for Change* | Miles |
|------------|------------------------|--|--------------------|-------|
| 693F2 | Scriver Creek drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The Record of Decision for the Sixshooter Project closed this road seasonally to all motorized vehicles from May 1 st to July 1 st . The proposed action changes this decision by designating this road as a trail for motorized wheeled vehicles 50" or less with a seasonal closure from May 1 st to July 1 st . | EC | 0.18 |
| 693L | Scriver Creek drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The Proposed Action designates as a trail for motorized wheeled vehicles 50" or less. This route along with 693, 693L5, and 693Q provides a short loop opportunity in the Scriver Creek drainage. | N/A | 1.35 |
| 693L | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use from the junction with 693L5 west to the end of the road. (See Map) | DS, EHE, WF | 0.88 |
| 693L1 | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.22 |
| 693L2 | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.70 |
| 693L5 | Scriver Creek drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The Proposed Action designates as a trail for motorized wheeled vehicles 50" or less. This route along with 693, 693L and 693Q provides a short loop opportunity in the Scriver Creek drainage. | N/A | 1.87 |
| 693M | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 2.43 |
| 693M1 | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.73 |
| 693N | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.63 |
| 693N1 | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.92 |
| 693O | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 3.59 |

| NFS Road # | Location | Change | Reason for Change* | Miles |
|------------|------------------------|--|--------------------|-------|
| 693Q | Scriver Creek drainage | Designate as a trail for motorized wheeled vehicles 50" or less. The Proposed Action designates as a trail for motorized wheeled vehicles 50" or less from the 693 road to the junction with 693L5 road. This route along with 693, 693L5 and 693L provides a short loop opportunity in the Scriver Creek drainage. | N/A | 0.76 |
| 693Q | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use from the junction with 693L5 west to the end of the road. (See Map) | DS, EHE, WF | 0.52 |
| 693R | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.28 |
| 693S | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 0.29 |
| 696B | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road that is currently blocked by vegetation. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.34 |
| 696C | Scriver Creek drainage | Un-designate for all motorized vehicles. This road is a dead end spur road. The proposed action would un-designate this road for all motorized use given that it is a dead-end spur road. | DS, EHE, WF | 1.86 |

* Reason for Change Codes: DS = Dead-end spur road that does not provide access to an identified key feature. EV = To reduce elk vulnerability during hunting season, EHE = To enhance elk habitat effectiveness and reduce wildlife disturbance, EC = For elk protection/security during calving season, MSC = Miscellaneous reasons which may include but not limited to ease of public access, route sustainability, better location, trailhead relocation, and/or alternative route provided, N/A = Not Applicable, and WF= To protect Soil, Water, and Aquatic Resources and prevent erosion of roadway surface.

III. Changes to routes currently open to motorcycles only

Currently there are approximately 42.1 miles of motorcycle trails within the project area. The Proposed Action designates approximately 40.2 miles for motorcycle only use. In developing the proposed action, I reviewed input from the public to identify and considered access opportunities that connected to other similar routes. The Proposed Action maintains motorized access (motorcycle only) on the Peace Creek 024, Rattlesnake 032, Bitter Creek-Silver Creek 028, One Spoon 043, Alley 003 and Airline 038 Trails. The following is a summary of the changes in motorcycle access within the project area.

| NFS Trail # | Location | Change | Reason for Change* | Miles |
|-------------|-----------------|--|--------------------|-------|
| 025 | Lightning Ridge | Designate as a trail for use by motorcycles only The Proposed Action designates the portion of the Lightning Creek Trail west of the junction with the Alley Trail for motorcycles only consistent with the trail designation on the adjacent Lowman RD. | MSC | 2.0 |
| 036 | Onion Valley | Un-designate for all motorized wheeled vehicle use. This is a steep and difficult trail to maintain. An alternate route by Alley Trail 003 to the Airline Trail 038 maintains this loop to Scott Mountain. | MSC, WF | 2.2 |
| 041 | Wetfoot | Undesignate for motorized wheeled vehicle use. Currently, the lower portion of the Wetfoot trail off the 698 MF Payette road is designated for motorcycle use. The trail connects to the 604B spur road until it again leaves the road system and goes to Round Valley. The Lower section of the Wetfoot Trail is steep. The 604 road, has been designated for motorized use for vehicles 50" or less. This allows motorcycles and vehicles 50" or less to leave from the 698 road. Motorcycles can then connect with the upper portion of the Wetfoot trail. | MSC, WF | 1.5 |

* Reason for Change Codes: DS = Dead-end spur road that does not provide access to an identified key feature. EV = To reduce elk vulnerability during hunting season, EHE = To enhance elk habitat effectiveness and reduce wildlife disturbance, EC = For elk protection/security during calving season, MSC = Miscellaneous reasons which may include but not limited to ease of public access, route sustainability, better location, trailhead relocation, and/or alternative route provided, N/A = Not Applicable, and WF= To protect Soil, Water, and Aquatic Resources and prevent erosion of roadway surface.

IV. Changes to currently unauthorized Routes

Approximately 34.4 miles of unauthorized trails have been identified within the project area. This most likely represents an underestimation in the number of miles of unauthorized trails in the project area. Unauthorized road or trail is a road or trail that is not a forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas (MVUR 2005). Public input provided last summer did not identify any specific desired unauthorized routes although some comments did identify that they wanted all routes left open. In developing the Proposed Action, we evaluated unauthorized routes to dispersed camping areas. The Proposed Action Designates approximately 2 miles of unauthorized routes to be included into the Forest transportation system open for all motorized wheeled vehicles.

| Location | New Route # | Change made and rationale for change | Miles |
|---|-------------|---|-------|
| Lightning Creek Drainage | 611A | Designate as a trail for use by motorized wheeled vehicles 50" or less. This road was decommissioned with the Airline Vegetation Management Decision and implemented in 2006. Since then the public has voiced an interest in having motorized access to Lightning Creek for a variety of uses. The Proposed Action designates this route as a trail open to motorized wheeled vehicles 50" or less. | 0.26 |
| Boiling Springs | 378J | Designate as a road for use by all motorized wheeled vehicles. The unauthorized route south of the 678 road east of the junction with the 698 road used to access dispersed recreation site. The Proposed Action designated as open to all motorized vehicles. (See Map) | 0.10 |
| Silver Creek | 671ZA | Designate as a roads for use by all motorized wheeled vehicles. Three unauthorized and undesignated routes that access dispersed recreation sites extend from the 671 road more than 300 feet and therefore require designation in order to be used by motorized vehicles. The Proposed Action designated as open to all motorized vehicles. (See Map) | 0.10 |
| | 671ZB | | 0.10 |
| | 671ZC | | 0.14 |
| Unauthorized routes off of the 382 road | 382D | Designate as a roads for use by all motorized wheeled vehicles. Four unauthorized and undesignated routes that access dispersed recreation sites extend from the 382 road more than 300 feet and therefore require designation in order to be used by motorized vehicles. The Proposed Action designated as open to all motorized vehicles. (See Map) | 0.10 |
| | 382E | | 0.12 |
| | 382F | | 0.10 |
| | 382G | | 0.20 |

V. Other routes available for motorized wheeled vehicle use.

The ability to utilize motor vehicles for the purpose of accessing dispersed camp locations within 300 feet of public roads and Forest Service designated roads or within 100 feet of Forest Service designated trails is unchanged by the Proposed Action.

VI. Roads scheduled for decommissioning

The Proposed Action proposes to decommission approximately 9 miles of currently authorized routes.

| NFS # | Location | Change and Rationale | Reason for Change* | Miles |
|-------|-------------------------------|---|--------------------|-------|
| 555UC | Big Pine Creek drainage | Decommission These roads were once used to access the Abella Mine and are currently not accessible or used. The Proposed Action identifies these roads to be decommissioned and removed from the transportation system. | EHE, WF | 2.9 |
| 668A | Cow Creek above Garden Valley | Decommission. This road is currently has a barrier at the junction with the 641 road. In addition, the road is washed out further up the drainage. The Proposed Action identifies this road to be decommissioned and removed from the transportation system. | EHE, WF | 1.9 |

| NFS # | Location | Change and Rationale | Reason for Change* | Miles |
|-------|---|--|--------------------|-------|
| 698L6 | MF Payette River | Decommission This road is currently blocked at the junction of the 698 road. In addition, the road has drainage issues and is experiencing active erosion. The landing that this route accesses is grown over with vegetation and currently not used. The Proposed Action identifies this road to be decommissioned and removed from the transportation system. | WF | 0.3 |
| 671B | Spur off of the Silver Creek road | Decommission. This road is currently accessed by motorized wheeled vehicles 50" or less. The road is very steep with drainage and erosion issues. The Proposed Action identifies this road to be decommissioned and removed from the transportation system. | WF | 0.7 |
| 671I | Spur road off of the 671 road. | Decommission. The portion of this road past the first landing has serious erosion problems and slope stability issues and is identified for decommissioning in the Proposed Action. (See Map) | WF | 0.1 |
| 678C1 | Spur off of the 678C road below Silver Creek Lookout | Decommission. This road extends past the landing used by dispersed campers. The proposed action identifies the portion of the road past the landing to be decommissioned and removed from the transportation system. (See Map) | WF | 0.1 |
| 690 | Wash Creek | Decommission This section of road is experiencing severe drainage and erosion issues. The area can be accessed by the 610 road. The Proposed Action identifies this road to be decommissioned and removed from the transportation system. | WF | 0.4 |
| FH24 | Old highway prism adjacent to highway 24 and 613 road | Decommission. This old highway prism is that is on our transportation system. Roadway is currently inaccessible. The Proposed Action identifies this road to be decommissioned and removed from the transportation system. | WF | 0.0 |

* Reason for Change Codes: DS = Dead-end spur road that does not provide access to an identified key feature. EV = To reduce elk vulnerability during hunting season, EHE = To enhance elk habitat effectiveness and reduce wildlife disturbance, EC = For elk protection/security during calving season, MSC = Miscellaneous reasons which may include but not limited to ease of public access, route sustainability, better location, trailhead relocation, and/or alternative route provided, N/A = Not Applicable, and WF= To protect Soil, Water, and Aquatic Resources and prevent erosion of roadway surface.

Motorized Wheeled Vehicle Travel Comment Summary
Emmett Ranger District – Boise National Forest
12/2/2008

Below are the substantive comments received during the initial public input phase for the development of a Proposed Action for motorized vehicle travel within the “E” Travel Management Areas on the Emmett Ranger District and the Forest Service response. The comments are largely unedited except where clarity was needed. Similar comments are grouped where possible.

| Site Specific Comments | Forest Service Response |
|--|--|
| Road no. 621 be tied into 670X and extended to (the) 600 road (for all motorized vehicles less than 50”. | The proposed action designates the 621 and 670X road for vehicles 50” or less. The 670 and 621 roads were originally intended to be an alternate route for the 670 road. More intensive field reviewed showed that there were section of unstable slopes and steep gradients that would have contributed to stream sedimentation. |
| Road no. 604 which is now restricted to ATV’s and motorcycles be left as it is. | The proposed action designates the entire 604 road as a trail open to all motorized vehicles less than 50”. This extends trail approximately 6.6 miles. See map. |
| Road no. 605 which is now restricted to ATV’s and motorcycles be left as it is. | The proposed action designates the entire 605 road and 2 spur roads as a trail open to all motorized vehicles less than 50”. These spur roads provide view opportunities over the MF Payette River. Other spur roads have not been designated for motorized use. See map. |
| The Bear Wallow trail no. 035 is now open to ATVs and motorcycles and we recommend it be left that way. | The proposed action designates most of the Bear Wallow trail no 035 as trail open to all motorized vehicles less than 50”. The southern portion of the trail has been shortened and the trailhead located on the 693B road. The rest of the trail to the south of this point has been un-designated for motorized use because the trail leads to private land where the Forest Service has no jurisdiction. See map. |
| Road 693E somewhat parallels the Bear Wallow trail but goes through some wonderful old growth forest and is a great area for grouse hunting. | The proposed action designates the 693E road as a road open to all motorized vehicles. This allows ATV use to achieve the loop referred to but also allows non-ATV public access to this area. See map. |

| Site Specific Comments | Forest Service Response |
|---|--|
| Road 613. This road is not passable now due to a washout close to the Garden Valley-Lowman highway, but it is a great area that goes through a variety of terrain and beautiful landscapes. This could be tied into road 649, 649B and 669 to make a great loop ride. | The proposed action designates roads 613, 649, and 649B as a trail open to all motorized vehicles less than 50". The trail was not extended due to a washout at the creek. This section may be considered for a trail in the future once a site specific assessment of potential impacts to other resources has been made and a site specific stream crossing design has been developed. The proposed action does create a trail loop opportunity back to the 669 road. See map. |
| Trail #671E, Trail #044, Trail #102 | The proposed action maintains the current condition by designating the 671E road as a road open to all motorized vehicles. This provides access to the Silver Creek trail and the Bitter Creek – Silver Creek trail #028 which the proposed action maintains the designation of a trail open to motorcycles only. The status of Trail #044 is addressed in the proposed action for the Bull Creek and Upper Silver Creek project area. The proposed action for that decision changes trail #044 from designated open to all motor vehicles less than 50" to open to motorcycles only. It also identifies a re-routing of the trail to avoid steep sections. Please see the proposed action for the Bull Creek –Upper Silver Creek Motorized Wheeled Vehicle Travel proposed action. See map. |
| I hope a trail over Lightning Creek to Pole Creek will be completed this year (for motorized use). | The proposed action maintains the current condition of non-motorized for the Lightning Creek trail except for a short portion of the upper end with is designated as open to motorcycles only. This portion of the Lightning Creek trail connects with the Onion Creek trail #036 providing a loop opportunity to the Lowman Ranger District. See map. |
| Off road motorbikes should be allowed to continue to use the Long Fork of Silver Creek trail (028). | The proposed action maintains the current condition by designating the Long Fork or Silver Creek Trail (028) as open to motorcycles only. See map. |
| The Silver Creek Trail #044 and the Bull Creek Trail #102 should be converted back to a motorcycle only trail. | The designation of the Silver Creek Trail #044 and the Bull Creek Trail will not be made through this decision. A separate decision specific to these two trails will be made. The proposed action for these trails is also enclosed in the information. See map. |

| Site Specific Comments | Forest Service Response |
|---|--|
| Please reopen trail 025 (for motorcycle use). The entire Lightning Ridge Trail must be designated so the off-road motorcycle community can maintain the trail and use it for a valuable loop opportunity to Deadwood Reservoir and back to Garden Valley. | The proposed action designates the upper portion of the Lightning Creek trail as trail for motorcycles only. This section of trail connects to the Onion Creek Trail (which is also designated for motorized use by motorcycles only) to provide a loop opportunity from Garden Valley to the Deadwood Reservoir. The remaining portion of the Lightning Creek trail would not be designated for motorized use. See map. |
| The entire length of the Airline Trail, #038, needs to be designated all the way to the Anderson Creek road and down to near Highway 17 up to the private property, in order to provide reasonable access and stay off the dirt roads. | The Forest Service does not have jurisdiction on private land and cannot designate public motorized wheeled vehicle use to private lands. The proposed action designated the Airline trail #038 as open to motorcycles only over that portion that occurs on NFS lands and does not enter private land. See map. |
| The Wetfoot Trail (041) must be designated for the East Maintain ATV trail all the way down to the road at Boiling Springs in section #21 on the Map. | The proposed action designates the entire length of the 604 road as a trail open to all motor vehicles less than 50". This provides trail opportunities down to Boiling Springs. The proposed action maintains the current designation from the upper portion of the WetFoot trail. The proposed action un-designates for motorized use the lower portion of the Wetfoot trail in order to avoid steep sections where erosion has occurred. See map. |
| Please designate the Alley Trail (003). | The proposed action maintains the current condition of open to motorcycles only for the Alley trail. |
| The Bull Creek Trail #102 is designated for ATV use in the current travel plan. The trail was not designed for ATV use. ATV use has caused significant damage to the trail tread. | A proposed action for the Silver Creek and Bull Creek trails through separate project development and is enclosed with this information. |
| We recommend designating the Devils Slide Trail which spurs off of the Peace Creek trail as non-motorized single track trail available to mountain bikes, hiking and horseback. | The proposed action does not designate the Devil's slide trail as open to motorized use. |
| The current visitor map fails to show the Alley Trail #003. | This needs to be corrected. |
| Need to provide access to private facilities. | Access to facilities such as mines and cabins was considered and included in the proposed action. |

| Site Specific Comments | Forest Service Response |
|---|--|
| <p>Site Specific Recommendations:</p> <ol style="list-style-type: none"> 1. Valley trail #036, non-motorized 2. Light Ridge Trail #025, no change 3. Airline Trail #038, non-motorized 4. Middle Fork Trail #033, no change 5. Fools Creek Trail #100, non-motorized 6. Bull Creek Trail #102, non-motorized 7. Silver Creek Trail #044, non-motorized | <p>This proposed action does not address the Bull Creek #102 or the Silver Creek Trail #044. These are addressed through a separate proposed action (see enclosed documents).</p> <p>The proposed action does address the other trails listed. The proposed action designates open to motorcycles only on the Airline, Fools Creek and a small portion of the Lightning Ridge trail. Motorized use is not designated for the Middle Fork Trail or the Lightning Ridge trail west of the Onion and Alley trail junction (see enclosed map).</p> |
| <p>The Long Fork of Silver Creek trail (028) is not clearly marked on the informational map as open or closed to motorcycles.</p> | <p>This will be corrected through development of the Motor Vehicle Use Map.</p> |
| <p>The agency must develop a wide range of alternatives.</p> | <p>The Forest Service will use the comments already received as well as comments on the proposed action to develop alternatives to the proposed action.</p> |
| <p>Consider the cumulative loss of motorized and mechanized recreational opportunities.</p> | <p>Part of the analysis process leading to a decision will be to assess changes in motorized use.</p> |
| <p>The Boise National Forest has a niche that includes competitive enduro's and other events.</p> | <p>Opportunities for competitive events is outside the scope of this project and was not addressed through the proposed action. Requests for competitive events such as enduro's will be evaluated on a site specific basis.</p> |
| <p>The Forest must not improperly conclude that existing but unauthorized routes within "roadless areas" should not be "added" to the classified road and trail system.</p> | <p>Criteria for maintaining roadless character was not used to designate motorized routes. No requests to designate unauthorized routes for motorized use were received from the public. In developing the proposed action, passed decisions, trail sustainability, recreation opportunities, and impacts to other resources were considered.</p> |
| <p>There is a need for the agencies to formulate a "maximum recreational opportunity" Alternative.</p> | <p>Once comments to the proposed action have been received, alternatives will be developed. Based upon this comment, maximum motorized recreation opportunities will be considered.</p> |
| <p>The district should develop loop opportunities for motorcycle and ATV users.</p> | <p>Loop opportunities were considered a key factor in developing the proposed action.</p> |
| <p>The district should designate some system roads into system trails.</p> | <p>The proposed action designated a number of roads as trails.</p> |
| <p>The district should recognize the differences between single track motorized recreationists and ATV recreationists.</p> | <p>In developing the proposed action, differences in trail sustainability between ATV users and motorcycles was considered.</p> |

| Site Specific Comments | Forest Service Response |
|--|--|
| The district should close some short dead-end spur roads that are not access to an overlook, waterfall, or other scenic attraction. | In developing the proposed action, access to scenic routes was considered. Dead end spur roads were considered in the proposed action development where they provided access to key features. |
| The district should keep existing hunting season road and trail closures. | Existing seasonal closures were considered in developing the proposed action. |
| The Forest Service has established guidelines for determining which routes will be designated and I feel that there may need to be some flexibility there. One such criteria is that the route must not duplicate access provided by another route. It is important to note that most OHV users prefer loop based opportunities. | Loop opportunities were considered in developing the proposed action |
| I would also caution against closing off all roads that dead-end. | Dead end spur roads were considered in the proposed action where they provided access to key features. |
| I also think there needs to be some flexibility with respect to routes that cross land administered by other agencies. In the Packer John area, there are areas of state endowment lands adjoining the Federal lands. | In developing the proposed action, the Forest Service coordinated with BLM and State land management agencies. Trail access to private lands were not considered for designation. |
| I hope the Forest Service will be open to comments and possible revision of the final proposal in the spring of '09. | I am aware that each individual will probably find some item(s) within the Proposed Action they do not agree with. It is clear there is no single outcome that will totally satisfy everyone. However, it is my hope that this proposal, on balance, provides a reasonable and responsible starting point for further public dialogue and comment. I look forward to receiving your thoughts and comments regarding this proposal, so that the best possible motorized travel management decision can be made. |

| Site Specific Comments | Forest Service Response |
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| <p>We request that the Boise National Forest provide an adequate and fair evaluation of:</p> <ol style="list-style-type: none"> 1. The needs of motorized recreationists and the cumulative impacts of motorized closures. 2. All existing routes including those meeting National OHV rule guidelines and currently closed routes. 3. The current imbalance of non-motorized to motorized trails. 4. At least one pro-recreation alternative. | <p>In developing the proposed action, opportunities for recreationists were considered. All known routes were considered including unauthorized routes. Once comments on the proposed action are received, alternatives to the proposed action will be developed. A wide range of alternatives will be considered and evaluated.</p> |
| <p>In order to meet the purpose and intent of the Travel Management Rule, we believe that dispersed camping must be addressed across the entire district, not just the “E” travel management areas.</p> | <p>The Boise National Forest has determined that the scope of the decisions will be focused on the “E” areas. Dispersed recreation outside of “E” areas can be addressed on a site specific basis. Designation of routes in “E” areas is required to implement the Travel Management Rule and prepare a Motor Vehicle Use Map. Revisions in this map can be made in the future to address dispersed recreation.</p> |
| <ol style="list-style-type: none"> 1. Eliminate cross country travel 2. Redesignation of some system roads to trails 3. Closure of some dead-end spur roads 4. Hunting season road and trail closures where appropriate 5. Develop some loop opportunities for motorcycle and ATV users 6. separation single track motorized users from ATV users where appropriate. 7. Reduction of road redundancy. | <p>Cross country travel will be eliminated through implementation of the Travel Management Rule. The proposed action designates some roads as trails and un-designates for motorized use dead-end spurs unless access to key features was identified. Existing seasonal closures for hunting seasons were considered and maintained. In developing the proposed action, loop opportunities were considered. The proposed action also evaluated redundant access routes.</p> |
| <p>I am asking that the BNF retain all the roads and trails now available and consider opening additional trails and appropriate user created routes.</p> | <p>All known routes, including unauthorized routes, have been considered in developing the proposed action. Some routes were determined to be unsustainable or resulting in impacts to other resource. In addition, efforts to find a balance between users was made. Alternatives to the proposed action will be developed that assess increased access from that identified in the proposed action.</p> |

| Site Specific Comments | Forest Service Response |
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| <p>The Forest Service must include the following:</p> <ol style="list-style-type: none"> 1. An analysis and determination of where known winter recreational user conflicts exist as well as an analysis of resource damage and negative effects on key wildlife species caused by OSV (over the snow vehicle) use; and 2. A specific travel management plan for winter use, including designation of roads, routes, trails and areas for OSV (over the snow vehicles) use that minimize user conflicts with other legitimate winter recreation users, and addresses resource damage and negative impacts on key wildlife species. | <p>The BNF has determined that the scope of the decision for implementing the Travel Management Rule at this time will not include over the snow route designation.</p> |